## Tu-22M - BACKFIRE

**DATA FOR 2024 (standard update)**
**Tu-22M0 / AM aircraft / product 45-00 - BACKFIRE-A**
**Tu-22M1 / product 45-01 - BACKFIRE-A**
**Tu-22M2 / product 45-02 / Tu-26 - BACKFIRE-B**
**Tu-22M3 / product 45-03 - BACKFIRE-C**
**Tu-22M4 / product 45-04 - BACKFIRE-C mod.**
**Tu-22M5**
**Tu-22MR / product 45-09 - BACKFIRE-D**
**Tu-22M3M / product 45-03M - BACKFIRE-E**
★★★★

Medium bomber with variable-geometry wings, carrier of cruise missiles. Developed by OKB-156 A.N. Tupolev. Chief designers - initially - D.S. Markov, since 1992 - B.E. Levanovich. As of 2013, the chief designer of the Tu-22M3, Tu-22MR and modifications is Aleksandr Yuryevich Korenev ( source ). Development of the "AM" / "article 45" aircraft was started by Resolution of the USSR Council of Ministers No. 1098-378 dated 28.11.1967 based on the "145" aircraft project and was declared as a deep modernization of the Tu-22K with the installation of a variable-geometry wing on the aircraft. The decree set the deadline for the aircraft's readiness - by the second quarter of 1969. The mock-up commission accepted the draft design in October-November 1967. At the same time, a decision was made to build an experimental series of ten Tu-22M0 aircraft at the Kazan Aviation Plant named after S.P. Gorbunov (now - KAPO named after S.P. Gorbunov) with two options for the astronaut's tail section - without a cannon mount and with it.

The first prototype Tu-22M / "article 45-00" was released on April 10, 1969 and made its maiden flight on August 30, 1969 (crew commander - V.P. Borisov). By the end of 1972, production of experimental Tu-22M0 was completed. The aircraft were used for testing and project refinement. Five Tu-22M0 aircraft were delivered to the Ryazan Center for Combat Training and Application of the USSR Long-Range Air Defense Forces.

The decision to modernize and create the Tu-22M1 aircraft was made in December 1969, the design was carried out in 1970, and on July 28, 1971, the first Tu-22M1 made its maiden flight and production of a small series of pre-production Tu-22M1 aircraft began (1971, 9 units, never entered service with the Air Force, like the Tu-22M0). The first flight of the serial modification Tu-22M2 - May 7, 1973. Serial production of the Tu-22M2 began in 1972. The Tu-22M2 began to be delivered to Air Force units in 1975. Officially, the Tu-22M2 was accepted into service in August 1976. Production was carried out at the Kazan Aviation Plant No. 22 named after S.P. Gorbunov. For more details, see the Modifications section (below).

*There is an alternative version of the construction of the Tu-22M0 (source - http://aviaforum.ru), according to which the first two prototypes of the Tu-22M / "product 45" were built by the experimental production of the A.N. Tupolev Design Bureau - Plant No. 156 (MMZ "Opyt", Moscow). The first Tu-22M / "product 45" was produced on April 10, 1969 and is now in the Kiev Aviation Museum with the red tail number 156. We adhere to the official point of view.*

Tu-22M3 BACKFIRE-C, side No. 11 red (http://www.airwar.ru)

Author: DIMMI Created: 30.08.2009 16:44:27 Comments: 225 READ THE FULL ARTICLE

## Su-24 - FENCER

**DATA AS OF 2015 ( standard replenishment ) Su-24 - FENCER-A, B , C Su-24M - FENCER- D Su-24MR - FENCER- E Su-24MP - FENCER- F Su-24M2 - FENCER-G** Frontline bomber with variable geometry wing. Developed by the Sukhoi Design Bureau. The chief designer of the aircraft is E.S. Felsner, the leading designer of the project (1993) is L.A. Logvinov. Development of the T-6-2I prototype began in 1966. The first flight of the T-6-2I prototype was on January 17, 1970 (pilot - V.S. Ilyushin). The decision to launch series production was made in 1971, and in the same year, production of the aircraft began at the Chkalov Aircraft Plant in Novosibirsk. The Su-24 was also produced by the Komsomolsk-on-Amur Aviation Production Association. Completion of testing and first deliveries to the Air Force - 1973. Officially accepted into service on February 4, 1975. In 1983, production of the Su-24 ceased. Serial production of the Su-24M and its modifications was carried out there in 1979-1993. In total, the industry produced about 1,400 Su-24 of various modifications over all these years. In 1974, the Chairman of the Joint Chiefs of Staff of the US Armed Forces, Admiral Thomas Moorer, announced the appearance of the Su-19 FENCER aircraft in the USSR.

★★★

Frontline bomber Su-24M2, side No. 22, white, 2009 (photo by Alexander Mishin, http://jetphotos.net ).

Author: DIMMI Created: 30.08.2009 23:17:07 Comments: 37 READ THE FULL ARTICLE

## Su-25 - FROGFOOT

**DATA FOR 2015 (standard update)**
**Su-25 "Rook" - FROGFOOT / RAM-J**
**Su-25SM**
★★★★

Attack aircraft. The development of the preliminary design for the aircraft for close support of troops over the battlefield SPB ("Aircraft of the Battlefield") was initiated by the instructor of the Yu. A. Gagarin Air Force Academy I. V. Savchenko and employees of the P. O. Sukhoi Design Bureau O. S. Samoylovich, D. N. Gorbachev, V. M. Lebedev, Yu. V. Ivashechkin and A. Monakhov in March 1968. In May 1968, the design of the aircraft began in the P. O. Sukhoi Design Bureau under the name T-8. The study of the aerodynamic design of the future attack aircraft began at TsAGI in 1968. The USSR Ministry of Defense, at the instigation of Defense Minister A.A. Grechko, announced a competition in March 1969 for a light attack aircraft design, in which the Sukhoi Design Bureau (T-8), Yakovlev (Yak-25LSh), Mikoyan and Gurevich ( MiG-21LSh ), and Ilyushin (Il-42) participated. The Air Force requirements were formulated for the competition (see TTX).

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Su-25SM, red side no. 11, at the Kubinka airbase, 04.04.2012 (photo - Alexander Martynov, http://russianplanes.net ).

Author: DIMMI Created: 11.02.2009 23:35:26 Comments: 77 READ THE FULL ARTICLE

## Su-34 - FULLBACK / FLANKER-C2

**DATA FOR 2015 (standard update)**
**Su-34 - FULLBACK / FLANKER-C2**
★★★★

Multirole attack aircraft / frontline bomber. Created on the basis of the Su-27 Design Bureau named after P.O. Sukhoi, General Designer M.P. Simonov, Chief Designer - R.G. Martirosov. Development of the attack modification T-10V was started by the Resolution of the Council of Ministers of the USSR dated June 19, 1986. The development originates from the T-10Sh project (1980), and, up until 1986, the design was based on the T-10UB. Since 1986, the T-10V index was adopted for the project of an attack aircraft with a completely original layout. The preliminary design of the aircraft was protected in May 1988 - the project proposed two cockpit layout options - a traditional tandem and with the pilots located side by side. The second layout option was chosen for implementation. Technical design of the aircraft was carried out in 1987-1988.

The first prototype T-10V-1 was assembled by the experimental production of the Sukhoi Design Bureau (MMZ im.P.O.Sukhoi, Moscow) in 1989-1990 by combining a new armored cockpit, manufactured by the experimental production of the Sukhoi Design Bureau (according to other sources - NAPO im.Novosibirsk), with a modernized airframe of the serial Su-27UB. The first flight of the prototype Su-27IB (T-10V-1, side No. 42 "blue") took place on April 13, 1990 (pilot - A.A. Ivanov) at the airfield of the Flight Research Institute in Zhukovsky. In 1990-1991 the experimental prototype underwent flight design tests, later the aircraft was modified in terms of equipment and design. The T-10V-1 prototype was first publicly shown at an exhibition of military equipment for the top officials of the CIS countries in Machulishchi (Belarus) on February 13, 1992.

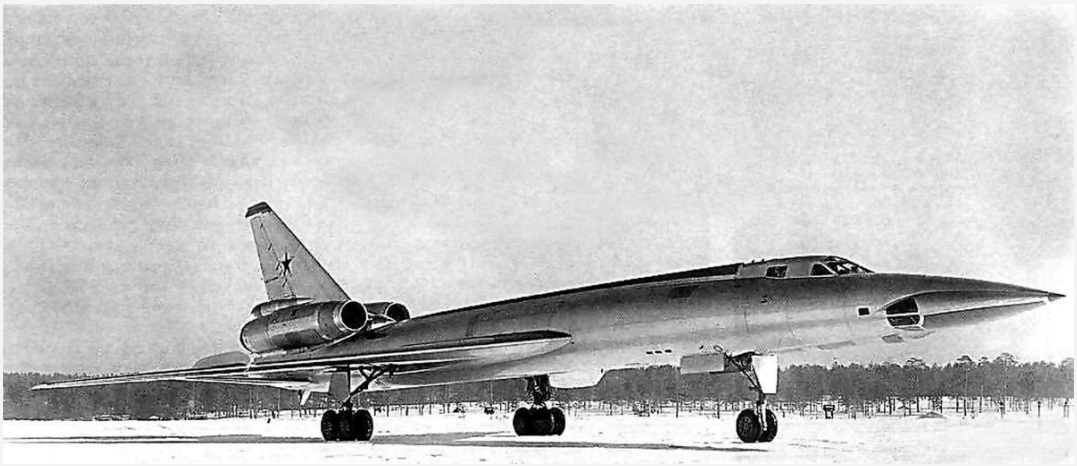

Su-34, board No. 10, red, 2013 (photo - Vadim, http://russianplanes.net/id110542 ).

Author: DIMMI Created: 16.01.2009 22:44:22 Comments: 216 READ THE FULL ARTICLE

## Tu-22 Registry - BLINDER / BEAUTY

**DATA FOR 2015 (in progress)**
**Tu-22 Registry - BLINDER / BEAUTY**
**Main article on Tu-22**
★★

*Special thanks to the user "Arkan" of the site http://aviaforum.ru/ for his contribution to collecting information on Tu-22 aircraft - these materials formed the basis of this article.*



Aircraft 105 serial No. 01-00 - the first prototype of Tu-22 ( http://aviadejavu.ru , processed).

Author: DIMMI Created: 10.01.2015 00:50:07 Comments: 1 READ THE FULL ARTICLE

## Tu-22 BLINDER / BEAUTY

**DATA FOR 2015 (in progress)**
**Tu-22 - BLINDER-A,B,C,D,E,F,G (formerly - BEAUTY)**
**Tu-22 Registry**
★★★

Medium bomber. Work on the aircraft (R & D) began after the Resolution of the USSR Council of Ministers dated August 10, 1954. Chief Designer - D. Markov. Preliminary work was carried out on projects 98 (Tu-98), 105 (Tu-22 prototype, draft design completed in autumn 1954) and 108 (intercontinental supersonic carrier with a delta wing, R & D - 1956). On prototype 105 (Tu-105) the chassis retracted into the fuselage. In late 1954, tests of the Tu-105 models began at TsAGI. Full-scale design work began in 1955. Built in December 1957. The first flight of the Tu-105 prototype (product 105, aircraft "Yu") - June 21, 1958 (pilot Yu. Alasheev, navigator-operator I.E. Gavrilenko, gunner-radio operator K.A. Shcherbakov). April 1958 - start of work on project 105A in two versions (with VD-7M and NK-6 engines). Start of serial production at the Kazan Aviation Plant - August 1959. First flight of 105A (Tu-22) - September 7, 1959 (pilot - Yu. Alasheev, navigator - I. Gavrilenko, operator - K. Shcherbakov). After the crash on December 21, 1959, the serial plant abandoned the elevators in favor of an all-moving stabilizer. The first flight of the serial Tu-22B No. 201 - September 2, 1960 (pilot V.R. Kovalev, navigator-operator V.S. Pasportnikov, gunner-radio operator K.A. Shcherbakov). Adopted into service - 1960-62 (Tu-22B - the first serial modification, a total of 10 units were built - was not in service). It entered service with the Air Force in 1962. In December 1969, production of the Tu-22 ceased, a total of more than 311 Tu-22 units were serially produced.

Tu-22KD, tail number 52 red (photo - Kazennova E.Yu., http://www.forumavia.ru ).

Author: DIMMI Created: 30.08.2009 13:33:12 Comments: 44 READ THE FULL ARTICLE

## Hornet (project)

**DATA FOR 2014 (requires updating)**
**"Shershen" / R&D "Shershen-EP" (project)**
★

Project of a promising attack aircraft. The development of the attack aircraft has been carried out by Sukhoi Holding Company since at least 2013 - in October 2013, Sukhoi Holding Company received a loan in the amount of 210 million rubles to fulfill a state contract for the development of a preliminary technical project of the R&D project "Prospective attack aircraft based on the Su-25 aircraft (code "Shershen-EP")" ( source ).

On March 19, 2014, the press service of the Ministry of Defense reported that the project of the promising attack aircraft "Shershen" will be included in the number of pilot projects with management of the full life cycle of the weapon system ( source ).

There is no other information yet.

Author: DIMMI Created: 23.03.2014 00:32:52 Comments: 1 READ THE FULL ARTICLE

## MiG-25R / RB / BM FOXBAT-B, -D, -F

**DATA FOR 2012 (standard update)**
**MiG-25R - FOXBAT-B**
**MiG-25RB - FOXBAT-C**
**MiG-25BM - FOXBAT-F**
★★★★

High-altitude operational reconnaissance aircraft / attack aircraft / anti-radar attack aircraft. Conceptual search work was carried out by OKB-155 (MiG) and TsAGI in 1958-1960 under the supervision of Ya. I. Seletsky. The decision to create the aircraft was made in 1960. At the pre-draft design stage, three aircraft variants were considered - an interceptor ( E-155P ), a reconnaissance aircraft (E-155R) and a carrier of attack missiles (E-155N). In May 1960, requirements for the equipment of the reconnaissance aircraft were developed. The development of the prototype of the MiG-25 in its classic form (a twin-fin aircraft with a trapezoidal wing) in the reconnaissance and interceptor variants E-155 was started by OKB-155 Mikoyan and Gurevich (later - MMZ "Zenit") by the Order of the State Committee on Aviation Industry of March 10, 1961, which was issued on the basis of the Resolution of the Council of Ministers of the USSR of February 5, 1961 (February 17, 1961 according to other sources). Chief designer - M.I. Gurevich, later - N.Z. Matyuk, since 1976 the work on the aircraft was supervised by Deputy Chief Designer L.G. Shengelaya. The technical specifications set the task of creating an aircraft with a cruising speed of 2.5-3.0M.

Beginning in March 1961, work was carried out on three versions of the E-155R reconnaissance aircraft with a unified airframe:
- aerial reconnaissance and general radio reconnaissance aircraft (AFR version, provisional name)
- long-range radio reconnaissance aircraft (RLR version, provisional name)
- radar reconnaissance aircraft (RLR version, provisional name)


MiG-25RB, red #48, Baltimore Air Base #7000, Voronezh, August 2011 (photo by Ivan Vukadinov, http://russianplanes.net/ ).

Author: DIMMI Created: 02.08.2010 00:55:32 Comments: 70 READ THE FULL ARTICLE

## Tu-16 - BADGER

**DATA FOR 2013 (based on data for 1997, in progress)**

| | |
|---|---|
| **Tu-16 / aircraft "88" - BADGER-A** | **Tu-16KSR - BADGER-G** |
| **Tu-16KS - BADGER-B** | **Tu-16P "Bouquet" - BADGER-H** |
| **Tu-16K-10 - BADGER-C** | **Tu-16P "Yolka" - BADGER- J** |
| **Tu-16PM / Tu-16РЦ - BADGER-D** | **Tu-16E "Azalea" - BADGER-K** |
| **Tu-16P - BADGER-E** | **Tu-16P - BADGER-L** |
| **Tu-16P - BADGER-F** | |

★★

Long-range bomber / medium bomber-missile carrier (according to later classification). The aircraft is similar in purpose and capabilities to the B-47 bomber (USA). Development of the aircraft was started by OKB-156 of Andrei Nikolaevich Tupolev in 1949 under the project "aircraft 494" - the fourth aircraft developed in 1949. Lead designer of the Tu-16 theme - D.S. Markov. The project is based on the developments in the projects of twin-engine long-range bombers "86" and "87", work on which was carried out in 1948-1950 ( *see Modifications* ). Based on the project of aircraft 494 in the same 1949, development of the project of aircraft 495 / 494-88 began in two versions - with two and four AL-5, TR-3A and TRDD TR-5 engines. The variant with swept wings, two TR-3A engines pressed against the fuselage, with a tricycle landing gear with the main landing gear retracted into special nacelles was selected for further development.

Resolution of the USSR Council of Ministers No. 2474-974 of June 10, 1950 specified the design and construction of the long-range bomber "88" ("aircraft N") with two TR-3F engines with a thrust of 5,000 kg each, with a subsequent transition to the AMRD-03 turbojet engine with a thrust of 8,000 kg each. The resolution provided for the construction of two prototypes of the "88" aircraft for testing. The performance requirements for the new aircraft were issued to the Air Force on 15 June 1950. The Air Force's revised requirements for a high-speed bomber, taking into account engines with a thrust of 8,000 kg, were issued on 11 September 1950. In February 1951, the choice fell on the AM-03 engines, which were under development. In August 1951, testing of the AM-03 engines (series name - AM-3) began. The preliminary design of aircraft "88" was presented to the USSR Air Force in April 1951 and approved along with the aircraft mock-up in July 1951. Preparation for production and construction of the prototype began at Plant No. 156 also in April 1951. On 26 March 1952, the mock-up commission approved the arrangement of equipment and armament of aircraft "88". The first prototype "88/1" was built by the end of 1951.

**Tests** . The first flight of the prototype "88/1" (product N, project 494, "Tu-88") was on April 27, 1952 (crew N.S. Rybko). Due to the lack of speed restrictions at altitudes below 6000 m, the aircraft was overweight. Modifications to the design were made on aircraft "88/12", and aircraft "88/1" began testing. Tests were conducted from November 14, 1952 to March 30, 1953. On March 30, 1953, the aircraft was damaged during an emergency landing. After restoration, the aircraft was used to fine-tune the onboard equipment and the engine installation.

Reconnaissance modification of the Tu-16 ( http://militaryphotos.net ).

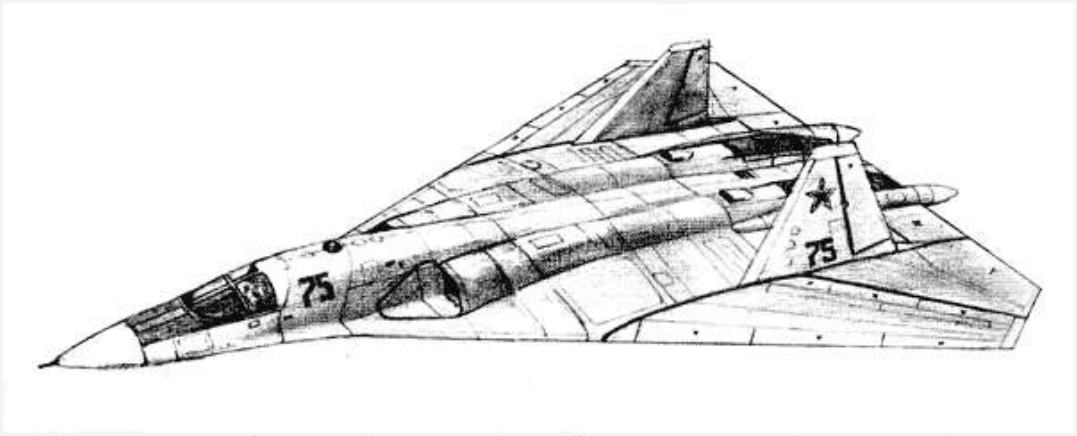
The second experimental prototype of the Tu-16 - aircraft "88/2" (Sergeev P.N. Tu-16 Missile and bomb strike complex of the Soviet Air Force. // War in the air. No. 26. Kirov, 2000).

Author: DIMMI Created: 16.08.2009 15:14:11 Comments: 35 READ THE FULL ARTICLE

## Object 54/54C - NOVO-C

**DATA FOR 2009 (standard update)**
**Object 54/54C - NOVO-C**
★★★

Supersonic bomber project by the Kulon Design Bureau (P.O. Sukhoi Design Bureau). The project was developed within the framework of the T-60S bomber program . Redesign to "object 54" began after 1983 (change in the design bureau management - M.P. Simonov was appointed general designer ). The design of "object 54" was carried out until 1991. Probably in 1994, for AL-41F engines with flat nozzles, "object 54" was redesigned as "object 54S". In 1997 (message dated 29.01.1997), work on the T-60S program ("object 54S") was stopped in favor of modernization of the Tu-22M3 fleet. The model of the aircraft was probably built at the Novosibirsk Aircraft Plant named after V. Chkalov (estimated in 1994-1995). The model (or some parts of the structure) was discovered by US intelligence and was given the name for unidentified objects discovered from space "NOVO-C" (Novosibirsk Aircraft Plant, the third unidentified object upon discovery). There is no exact visual identification of the aircraft. There is no exact match between the domestic and Western names. It is unknown whether the aircraft was actually built or not. By default - the presumed performance characteristics of "object 54C". According to other data, the creation of the aircraft was stopped in 1992 by the Decree of the President of Russia and was presented as a peace initiative.




Alleged image of "object 54C" (Stealth vehicles. Reality and perspective. Website http://paralay.com , 2009)

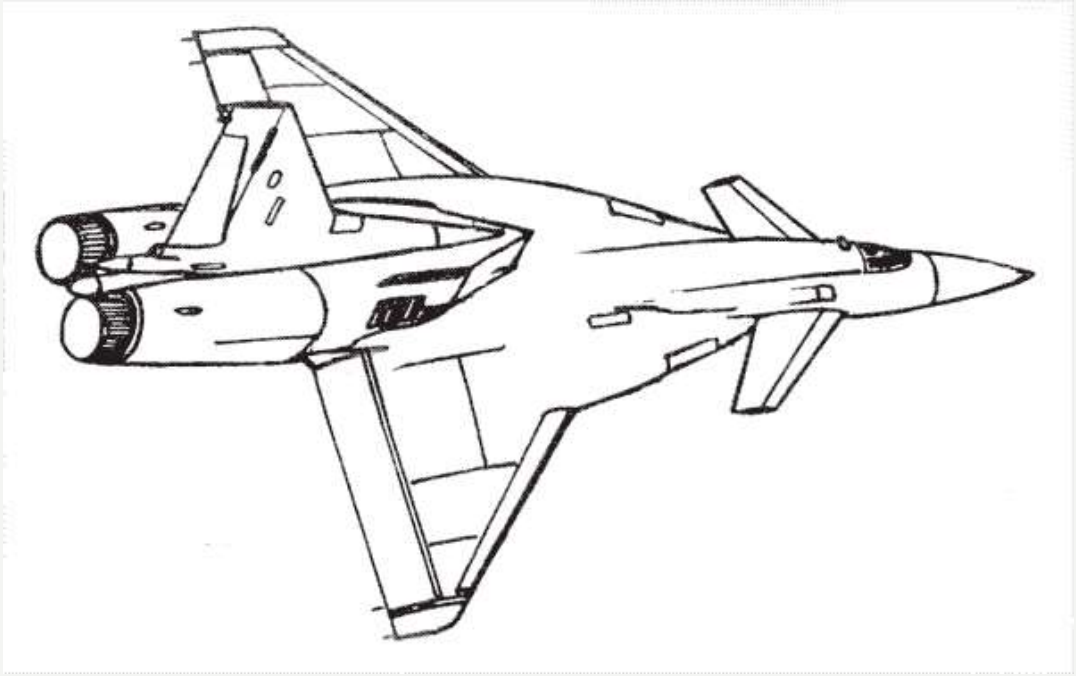
Author: DIMMI Created: 09/15/2009 02:14:50 Comments: 4 READ THE FULL ARTICLE

## T-60S (project)

**DATA FOR 2009 (standard update)**
**T-60 / T-60S**
★★★

A medium-range supersonic bomber project by the Kulon Design Bureau (P.O. Sukhoi Design Bureau). The aircraft was developed as a possible replacement for the Tu-22M3 bomber . Development began on the basis of a preliminary design for the promising T-60 bomber proposed by TsAGI in 1981. During the development of the preliminary design for the aircraft at TsAGI (under a different name and in the late 1970s) and the T-60S project at the P.O. Sukhoi Design Bureau, developments in the T-4MS bomber project of the same design bureau were used. Chief Designer - N. Chernyakov, Lead Designer of the Project Department - V.F. Marov. Probably in 1982-1983 after blowing through models of the T-60 preliminary design by TsAGI in T-106 wind tunnels. T-112 and T-113 and the rejection of "twin-pipe" turbofan engines, the project was reconfigured according to the type that we consider to be the T-60S. The aircraft was planned to be accepted into service by 2003. Apparently, after the change of management of the design bureau in 1983-1985, another change in the project occurred to " object 54 ". There is no exact visual identification of the aircraft. By default - the presumable performance characteristics of the TsAGI T-60 preliminary design.

A supposed image of the T-60 according to Petr Butovsky, a Russian correspondent for AIR International. We believe that this is a T-60 - a preliminary design by TsAGI ( http://www.testpilot.ru )



Alleged image of T-60S from Western aviation press (corrected, taken from Ganin S.M., Karpenko A.V., Kolnogorov V.V., Domestic bombers (1945-2000). Part 2. Moscow - St. Petersburg, TM - Bastion, 2001)

Author: DIMMI Created: 04.09.2009 00:46:34 Comments: 16 READ THE FULL ARTICLE

## T-6

**ADDITION REQUIRED (data for 1997)**
**T-6**

An experimental frontline bomber with short takeoff and landing - the first prototype of the Su-24. The chief designer of the aircraft is E.S. Felsner. R & D of the T-6 began in 1964. The first flight was on July 2, 1967 (pilot - V.S. Ilyushin). Comprehensive tests of the aircraft were conducted in 1967-1968 (pilot - E.S. Solovyov). Tests were stopped in 1974. Now the last example of the T-6-3 stands on the site of the USSR Air Force Museum in Monino.


T-6-3, board No. 61, at the Air Force Museum in Monino, 18.08.2011 (photo - Taras Bazhansky, http://russianplanes.net ).

Author: DIMMI Created: 30.08.2009 16:04:49 Comments: 1 READ THE FULL ARTICLE

## Su-39 - FROGFOOT-B

**DATA FOR 2012 (standard update, under revision)**
**Su-25T / Su-25TM / Su-39 - FROGFOOT-B**
★★★

Attack aircraft / anti-tank attack aircraft. By the decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated June 17, 1976, work began on the creation of a new surveillance and sighting system for the Su-25 attack aircraft, ensuring round-the-clock destruction of ground targets and the use of ATGMs to destroy armored vehicles. At the initial stage, the design of the system was supervised by V. I. Bogdanov. In 1976-1979, the Design Bureau simultaneously considered the possibility of creating two new modifications - the Su-25T anti-tank attack aircraft with the Shkval surveillance and sighting system and the Su-25V all-weather attack aircraft with the Bars sighting and navigation system (SNS). Later, both developments were combined into one. In 1979, the composition of the new aircraft's systems was determined and the main performance characteristics were agreed upon with the customer.

The decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated November 19, 1979 determined the construction timeframes for the experimental Su-25T / T-8M aircraft. The design of the aircraft began in 1980. In March 1981, V.P. Babak was appointed Chief Designer of the T-8M. By February 1981, the tactical and technical requirements for the T-8M aircraft were agreed upon with the Air Force. It was decided to use a modified propulsion system of the Su-25 aircraft with a decrease in the level of IR radiation and an increase in thrust in emergency mode. It was assumed that the airframe would be unified with the Su-25UB airframe. At the same time, due to the customer's requirement to ensure round-the-clock use of the aircraft, the modernization work was divided into two stages - the first - with the already agreed upon basic composition of the PrNK-56 avionics and the second - with a change in functionality due to the integration of new systems into the avionics complex. During the implementation of the second stage in August 1983 and August 1984, the Military-Industrial Commission made decisions on the development of new avionics components - the Kinzhal radar and the Khod thermal imaging system. As a result, in January 1986, the Military-Industrial Commission made a decision on the creation of an all-weather, round-the-clock modification of the Su-25T - the Su-25TM / T-8TM aircraft with new systems integrated into the avionics.

The draft design was completed by November 1981. By the decision of the Military-Industrial Commission of January 14, 1982, a work schedule for the modernization of the aircraft was approved and directive deadlines for the work were established. The preliminary design was presented and the Air Force mock-up commission met in April 1982. The working design was completed in 1982 and in early 1983 the design bureau's pilot plant began building the T-8M-1 prototype, the first example of the Su-25T modification, by converting the unfinished T-8UB, which was created on the basis of the Su-25 airframe manufactured by the Tbilisi Aircraft Plant. Due to the use of the Su-25UB backlog in the construction of the Su-25T, the construction of the latter was postponed. Assembly was completed in 1984 and in June 1984 the prototype was transported to Ramenskoye. The T-8M-1 made its maiden flight in Ramenskoye on August 17, 1984, piloted by A.N. Isakov.

Su-39, No. 83 red, at the airbase in Lipetsk, August 12, 2005 (photo - sss, http://russianplanes.net/ ).

Su-25TM / T-8M-10, No. 10 blue (drawing by Keith Fretwell, 1997, World Aviation. No. 104 / 2011)

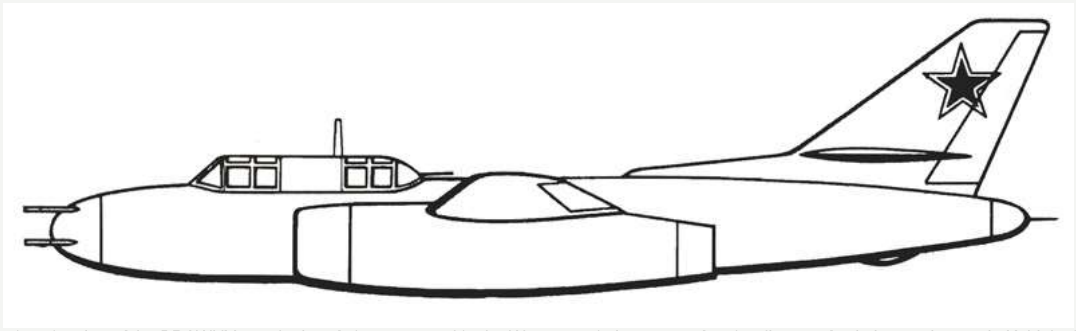
Author: DIMMI Created: 18.03.2009 23:50:16 Comments: 3 READ THE FULL ARTICLE

## Il-40 - BRAWNY

**DATA FOR 2011 (in progress)**
**Il-40 / Il-40P - BRAWNY**
★★★

Attack aircraft. The proposal to develop a new Il-40 attack aircraft with a TV-2 (VK-2) turbojet engine was put forward by OKB-240 (S.V. Ilyushin Design Bureau) to the USSR Ministry of Aviation Industry in the summer of 1949, with the prototype entering testing in September 1950. The OKB-240 proposal was initially rejected. Later in 1950-1951, on the initiative and under the leadership of S.V. Ilyushin, the layout of the attack aircraft with two AM-5 turbojet engines was developed. At the end of 1951, a technical proposal for the creation of the attack aircraft was developed. In January 1951, the proposal was submitted to the USSR Ministry of Aviation Industry. The USSR Council of Ministers resolution on the creation of the aircraft was nevertheless adopted on February 1, 1952, and since work on the project had been underway before the resolution was adopted, the preliminary design was already defended on February 23, 1952. The aircraft model was presented to the Air Force commission in May 1952 and approved.

The first prototype was built in February 1953. Factory tests began on March 7, 1953, and the aircraft made its maiden flight on March 17, 1953 (pilot - V.K. Kokkinaki, engineer - A.P. Vinogradov). At the end of March 1953, during test firing at a ground target at the Faustovo proving ground, the phenomenon of engines stopping during salvo firing from the nose guns was discovered for the first time. A program was launched to modify the gun mount to reduce the effect of powder gases on engine operation. Tests under this program began on April 1, 1953. Based on the test results, a decision was made to replace the 6 NR-23 cannons with 4 AM-23 / TKB-495A cannons of the same caliber, but with a higher rate of fire, and to place a gas bleed chamber in the nose of the fuselage. The changes were implemented on the first flight prototype of the Il-40. Later, the design of the gas bleed chamber was improved. The test document signed by V.K. Kokkinaki on 29.12.1953 states that there were no engine malfunctions with the continuous release of 320 shells from the nose mount.



Hypothetical drawing of the BRAWNY attack aircraft that appeared in the Western aviation press after the display of aviation equipment in Kubinka in 1956 (The Royal Air Force Flying Review. June 1958).

The first flying Il-40 after the modifications of April 1953. In the lower photo - with the drop tanks. (Yegorov Yu. The armored attack aircraft Il-40. // Aircraft of the world. No. 3 / 1998).

Author: DIMMI Created: 20.08.2009 00:04:16 Comments: 2 READ THE FULL ARTICLE

## Airplane "150"

**ADDITION REQUIRED (data for 1997)**
**Airplane "150"**

Medium bomber of the S.M. Alekseev Design Bureau. Chief designer of the aircraft - Professor Brunolf Baade (Germany). R & D since the beginning of 1947. Tests began in May 1951. In the 16th flight on May 9, 1952, a catastrophe occurred, which led to the termination of funding for the tests and the closure of the topic.

Author: DIMMI Created: 16.08.2009 22:46:13 Comments: 24 READ THE FULL ARTICLE

## Aircraft "218" (project)

**ADDITION REQUIRED (data for 1997)**
**Airplane "218"**

Attack aircraft designed by S.M. Alekseev Design Bureau. R&D was conducted in 1948. The project was not implemented.

Author: DIMMI Created: 16.08.2009 22:50:36 Comments: 1 READ THE FULL ARTICLE

## T-4

**DATA FOR 2009 (ILLUSTRATIONS, standard addition)**
**T-4 (product "100")**

Aircraft 101 type T-4 during tests at the Flight Research Institute in Zhukovsky (1972)

Long-range supersonic bomber designed by P.O. Sukhoi Design Bureau (chief designer - N.S. Chernyakov). The development assignment (competition with A.N. Tupolev and A.S. Yakovlev Design Bureaus) was given in the fall of 1961. R & D work began in the spring of 1962 (USSR Government Resolution No. 1194-440 of 03.12.1963). In 1962, Lavochkin Design Bureau joined the design of the aircraft, and the side sections of the fuselage were manufactured at the Lavochkin Design Bureau's experimental production facility. December 1962 - Lavochkin Design Bureau plant was transferred to V.N. Chelomey, and Burevestnik Design Bureau and Tushino Machine-Building Plant joined the work on the T-4. More than 20 aircraft configurations were studied during the design process. In 1967-1969. On the flying laboratory "100L-1" based on the Su-9, 8 wing configurations were tested. The final configuration was determined by December 1965 (33rd version).

Author: DIMMI Created: 04.09.2009 00:12:11 Comments: 8 READ THE FULL ARTICLE

## Il-102

**UPDATE, ILLUSTRATIONS (data for 1997)**
**Il-102**

An experimental attack aircraft, a further development of the Il-40 idea . R&D work on the Il-42 prototype began in 1967. The project was completed in 1970. Development of the Il-102 began in 1973. The decision to build two experimental aircraft was made in 1980. In May 1982, the program was closed by decision of Defense Minister D.F. Ustinov. The first flight under the name OES-1 ("Experimental Aircraft - 1") was on September 25, 1982 (pilot - S.G. Bliznyuk).
Testing was completed in 1984 after 250 flights. It was first presented to the general public at the "Mosaeroshow-92".

Author: DIMMI Created: 04.09.2009 00:40:31 Comments: 1 READ THE FULL ARTICLE

## Yak-28 BREWER / BROUSSARD / FIREBAR / MAESTRO

**UPDATE, ILLUSTRATIONS (data for 1997)**
**Yak-28 BREWER-A,B,C,D,E (formerly BROUSSARD) / FIREBAR / MAESTRO**

Light frontline bomber. It was created on the basis of the Yak-26 in OKB-115 and is a continuation of the Yak-25 / Yak-27 family. The design of the Yak-129 prototype was completed in 1957. The first flight of the Yak-129 was on March 5, 1958 (pilot - V.M. Volkov). Serial production began in 1963 (until 1964 they were produced at the Saratov Aircraft Plant, since 1963 they were produced at the Irkutsk Aircraft Plant). The last aircraft was decommissioned in 1991 (Yak-28PP).

Author: DIMMI Created: 21.08.2009 00:50:30 Comments: 13 READ THE FULL ARTICLE

## Yak-26

**ADDITION REQUIRED (data for 1997)**
**Yak-26**

A small-scale supersonic bomber designed by OKB-115 A.S. Yakovlev. It was created on the basis of the Yak-25R to deliver the 8U49 "Natasha" tactical atomic bomb with a capacity of 30 kT and a mass of 1200 kg to the target. The first flight was in 1955. A total of 10 units were produced at the State Aircraft Plant No. 1 "Znamya Truda" (Moscow). The program was terminated due to the development of the Yak-28. NUR pods could be suspended on pylons under the wing. The aircraft turned out to be extremely unstable at high angles of attack.

Author: DIMMI Created: 21.08.2009 00:32:31 Comments: 1 READ THE FULL ARTICLE